

Safety Awareness Program – Aviation (SAP-A)

What is it?

SAP-A is a test program in the Army that provides a proactive hazard reporting mechanism to provide aviation leaders, units, and aircrews and mission approval personnel as a proactive risk management tool for mishap prevention. Implementation of SAP-A has the potential to reduce mishaps, expand commander's insight into risks associated with flight operations, and enhance a culture of composite risk management among pilots and aircrews.

- it is modeled after the Aviation Safety Action Program (ASAP) that is an anonymous, self-reporting system modeled after systems currently in place at many airlines under auspices of the Federal Aviation Administration (FAA)
- encourages voluntary reporting of operations and maintenance safety issues and events
- designed to provide a non-punitive environment for the open reporting of safety concerns and information that might be critical to identifying precursors to accidents

What has Army Safety done?

The Aviation Directorate of the United States Combat Readiness/Safety Center (USACR/SC) works with the Defense Safety Oversight Council (DSOC) ASAP initiative to promote hazard reporting through Aviation Safety Action Programs (ASAP). DSOC funds both the Beta and Operational Tests and development of the program for the Army.

- Has the potential to reduce the large % (> 80%) of accidents caused by Human Error
- Logical step into the digital age of reporting hazards to Army Aviation
- Current HAZLOG methods are outdated; SAP-A is a proactive approach
- Greatly improves the ability to capture and share Army level trend information
- The joint community is working SAP-A as a parallel action; through Army Safety, Army Aviation is now viewed as fully collaborating in the ASAP initiative

What does Army Safety have planned for the future?

Timeline for Army SAP-A –

- 25 JUL – 31 AUG 11: Small scale beta test @ FT Rucker, AL completed
- 09 SEP 11 Statement of work for Operational Test completed
- OCT 11 HAAF selected for ability to incorporate a CAB, Airfield Management (IMCOM), ATC, ARNG, and USCG

- NOV 11 3CAB agreed to conduct Operational Test; USCR/SC conducted formal coordination through HQDA G3 and FORSCOM
- NOV 11 Initial unit coordination
- 06-15 JAN 12 Conduct HAAF unit train-up
- 16 FEB – 29 JUN 12: Operational Test
- JUL 12 – SEP 12: Analysis of joint beta test results; changes to Army SAP-A; long term funding
- if SAP-A successful, USACR/SC Future Operations Executive Directorate develop Ground (SAP-G), Driving (SAP-D) and Civilian Workforce (SAP-C) versions for concept funding and testing through DSOC

Why is this important to the Army?

SAP-A captures data and trends that enable Aviation Commanders to be proactive in their mishap prevention and unit safety programs. SAP-A captures –

- Safety of flight related events not normally reported or captured by other methods
- Unintentional errors by individuals, crewmembers or other members of your flight
- Errors committed by other individuals or organizations that adversely affected or could have affected the safety of your flight (includes maintenance, operations, POL; not just aircrew reports)
- Any unsafe action, event or condition encountered, from mission planning through execution
- Observed hazards that may not have directly affected your operation, but may affect another's
- Any other events considered worthy of reporting in the name of flying safely

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Resources:

U.S. Army Combat Readiness/Safety Center Air Safety

<https://safety.army.mil/atf>

SAP-A Program Demo (contact USACR/SC Aviation Directorate for login and password credentials)

<https://brz-inc.com/armytest/>